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~~What is claimed is:~~

1. A method for acoustical function control in a motor vehicle using a speech input system (10, 11) that receives a spoken command and converts it into corresponding control signals, the system being activated by an operating element (12) that is actuated manually and, upon being actuated, outputting to an operating person an indication of its readiness to receive a voice command,

wherein the indication is effected by a mechanical deflection from a preestablished position of the operating element (12), or a part (13) thereof, so as to directly influence the tactile sense of the operating hand of the operating person.

2. The method as recited in Claim 1, wherein the deflection is automatically ceased or reset, if the readiness condition (T) of the speech input system (10, 11) no longer exists after activation.

3. The method as recited in Claim 1 or 2, wherein the readiness indication is effected by a static shape change of the operating element (12), or of a part (13) thereof.

4. The method as recited in Claim 1 or 2, wherein the readiness indication is effected by a position change of the operating element (12), or of a part (13) thereof.

5. The method as recited Claim 1 or 2, wherein the readiness indication is effected by the vibration of the operating element (12), or of part (13) thereof.

6. A control system for acoustical function control in a motor vehicle using a speech input system (10, 11) that receives a spoken command and converts it into corresponding control

signals, having an operating element (12) that is manually actuated by an operating person for activating the system, and having a display device, which can indicate to the operating person, upon the activation of speech input system (10, 11), the readiness of the system to receive voice commands, wherein the display device has deflection means (14, 17) for the mechanical deflection of the operating element (12), or of a part (13) thereof, which are operatively connected to the speech input system (10, 11) and being driven by the latter when there is readiness, so that the readiness condition (T) is able to be communicated to the operating hand of the operating person in a direct, tactile manner.

7. The control system as recited in Claim 6, wherein the display device is acted upon by a resetting means (11, 14), which resets the deflection means (14, 17) immediately after the end of the readiness condition (T) of the speech input system.

8. The control system as recited in Claim 6 or 7, wherein the operating element (12) is a switch or key on the steering wheel (15).

9. The control system as recited in one of the Claims 6 through 8, wherein the deflection means (14, 17) has a retaining means (14), which statically holds in the engaged state a switching organ (13) of the operating element (12), in particular a key or switch sliding head thereof, during the readiness condition (T), the switching organ being able to be engaged by a finger of the operating person for activating the speech input system.

10. The control system as recited in one of Claims 6 through 9, wherein the deflection means (14, 17) has as a retaining means (14) an electromagnet that acts upon the operating element (12), specifically the key or switch organ (13), in a force- or form-locking manner.

11. The system as recited in one of Claims 6 through 8, wherein the deflection means has a vibration means, which causes a vibration of the operating element, specifically of a key or switch sliding head of the key or switch installed on the steering wheel, during the readiness condition of the speech input system.

12. A combined operating/indicator element, specifically for use in the control system (1) as recited in one of Claims 6 through 11, wherein the operating/indicator element (12) has deflection means (14, 17), which are operatively connected to a control block (11), and which maintain the operating/indicator element (12), or a part thereof, in a mechanically deflected or form-changed state after the element has been activated manually by a hand of the operating person in order to activate the control system (1), the state being detectable by the same hand of the operating person, in order to signal the readiness condition (T).

13. The operating/indicator element as recited in Claim 12, wherein it is a key or switch that can be installed on the steering wheel (15) of a motor vehicle.

14. The operating/indicator element as recited in Claim 13, wherein the deflection means, in response to the readiness condition, acts upon a key or switch sliding head (13, 17) of the key or switch (12), so that this key or switch sliding head (13, 17) is retracted into a housing of the

operating/indicator element and maintains this position during the readiness condition (T).

15. The operating/indicator element as recited in Claim 14, wherein the deflection means has an electromagnet (14).

16. The operating/indicator element as recited in one of Claims 12, 13, or 15, wherein the deflection means has a vibration means, which causes the key or switch, or the key or switch sliding head (13, 14) of the key or switch, to vibrate during the readiness condition (T).

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